PROJECT AVIATION PLAN
for the
2004 AERIAL DETECTION SURVEY
on the
WAYNE NATIONAL FOREST

Submitted by: _Richard Turcotte_____ Date: __May 18 2004_____
Project Coordinator

Reviewed by:_____ Date:_____
Unit Aviation Officer

Reviewed by: _____ Date: _____
Regional Aviation Officer

Reviewed by: _____ Date: ___ _____
Forest Aviation Officer

Approved by: _____ Date: _____
Forest Supervisor

Project Aviation Plan
Aerial Sketchmapping Survey
Wayne National Forest

Project Coordinator:	Richard Turcotte, Entomologist, USDA Forest Service, FHP, 180 Canfield Street, Morgantown, WV 26505, (304) 285-1544, email: rturcotte@fs.fed.us
Objectives:	To sketch map the location, intensity and area affected by forest pests, especially insects, disease and weather related damages on the Wayne National Forest.
Justification:	This is the annual defoliation survey of the Wayne National Forest.
Proposed dates:	June 21-30, 2004 (weather permitting). This survey is likely to last 2-3 days.
Flight route:	The plane will depart from the Ohio University Airport (UNI) and proceed to the northern border of the Marietta Unit and proceed south. After completion of this survey the plane will proceed to the southern border of the Athens Ranger District and begin that portion of the survey. After completion of this survey the plane will return to the Ohio University Airport. If time and weather permit the plane will fly to the Ashland-Boyd County Airport (KDWU) and pickup observers before flying to the eastern edge of the Ironton Ranger District. Surveying will be accomplished at 1000-2500 feet above ground level (AGL) primarily by flying in a parallel-line, back-and-forth pattern. Flight lines distance will vary based on visibility, but are expected to be between 2-4 miles (attached flight line maps). The plane will then land at Ashland-Boyd County Airport and drop-off the Ironton District observer and return to the Ohio University Airport for completion of the survey.
Projected costs	$3000-$5000 for 10-16 flight hours @ 275/hr plus pilot per diem and miscellaneous expenses.
Aircraft:	Cessna 210 Tail number –N30266 Color-white, black and red
Aircraft Owners:	Sterling Airways 5800 Rt. 36 North Dansville, NY 14437

	(585) 335-2076 or (607) 324-2742
Pilot:	Pat Jessup or James Caneen*
Participants: Chief-of-Party:	Richard Turcotte
Sketch mappers:	Richard Turcotte, Lauren Miles W-(814) 927-6628
Observers:	TBA Any Wayne National Forest employee who wishes to fly will be expected to complete the required Internet Aviation Training (IAT) for: "aircrew member".
Dispatch control center:	Wayne National Forest Dispatcher: TBA Phone: Athens (740) 753- 0101, Marietta (740) 373-9055 Ironton (740) 534-6500
Flight Following:	This survey will only be conducted when qualified dispatching personnel are available to flight follow the aircraft. Normal dispatching hours are expected to be between 0600 and 1800, this may be extended (to include weekends) if added time is required to complete the survey. If a communication link between the aircraft and the dispatch office is broken, the survey will be terminated immediately, and the aircraft will land at the closest airport. Upon arrival at the airport, dispatch will be notified immediately by telephone. The survey will not resume unless there is positive radio communication between the aircraft and the dispatch office. Prior to departing, the COP will assure dispatch is contacted to alert them of the expected take off time. Flight following will be done with 15 minute check-ins (stating approximate location and heading) to dispatch on 168.650 MHz or on secondary frequencies 164.125 MHz with (receive) tone guard of 131.8 and transmit code guard of 123.0 (Ironton RD). Alternate Airguard frequency 168.625 will be used in case of emergencies. Prior to departure and upon landing, Dispatch will be notified by telephone.

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	Flight following will also be accomplished by monitoring the automated flight following (AFF) website http://aff.nifc.gov .This website updates the location, speed, altitude and heading of the aircraft every minute.
Aerial hazard analysis:	A pre-flight pilot briefing and safety meeting will be conducted prior to commencement of operations and will include a review of the location and use of aircraft safety equipment and operational area hazards (attached forest hazard maps).
Identified Hazards: Military Training Routes:	Visual Routes: VR1533 and VR1632 Instrument Routes: IR 079,608 (Dispatch will make all appropriate Military airspace notifications.) 1-800-992-7433
Other Identified Hazards:	Power Transmission Lines, Airports
Protective clothing:	Appropriate field clothing will be worn to allow for walking out of an emergency landing.
Equipment:	Emergency Locator Transmitter (ELT) First Aid/Survival Kit, Fire Extinguisher
Load Calculations:	The pilot is responsible for the accurate completion of load calculations and the proper loading of the aircraft.
Emergency Notification:	Dispatch will make all appropriate airspace notifications and begin emergency search and rescue operations as outlined in the R-9 Aircraft Crash, Search, and Rescue Guide.
Job Hazard Analysis	A job hazard analysis (JHA) for the project is attached.

*Both the aircraft and pilot are certified and carded by the USDA Forest Service, May 2004.